

BookletChart™

Portland Inlet to Nakat Bay

NOAA Chart 17437

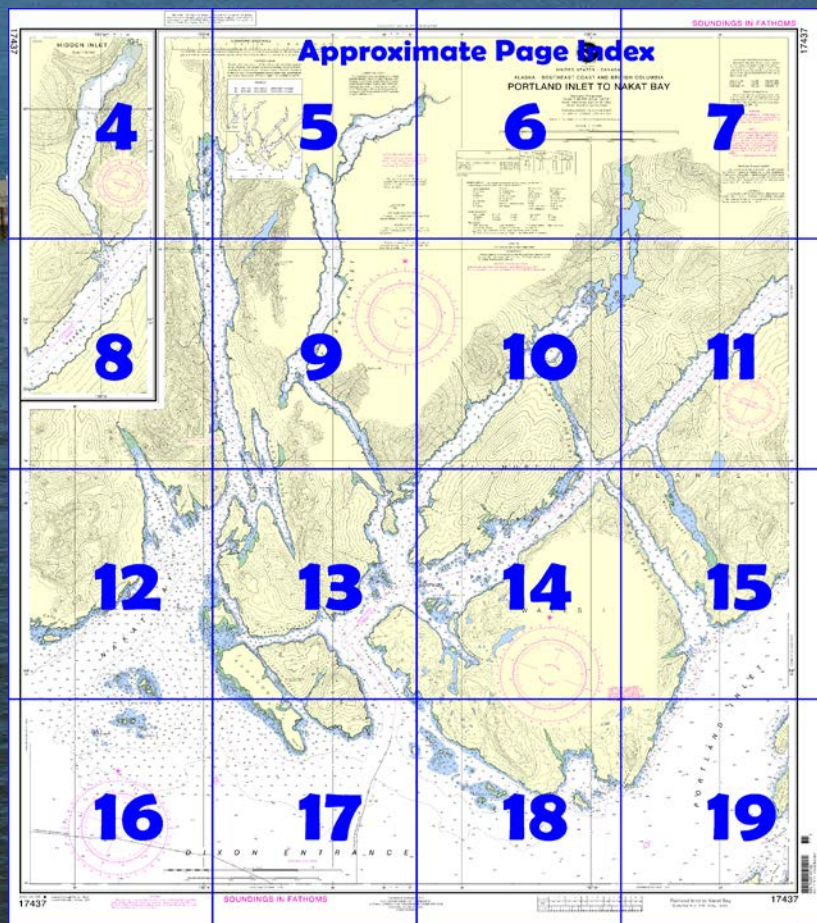


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17437>.



(Selected Excerpts from Coast Pilot)

Cape Fox, on the N side of Dixon Entrance, forms the W side of Nakat Bay and the E point of the entrance to Revillagigedo Channel. A small-boat channel between Fox Island and the cape is narrow and crooked, and should not be attempted without local knowledge. The channel has many piles and is used as a log storage area. A rock awash is about 500 yards ENE from the E tip of **Fox Island**, a small island about 0.2 mile off Cape Fox.

Tree Point Light, described later in this chapter, is on the NE side of the lower end of Revillagigedo Channel, about 3.7 miles NW of Cape Fox.

Lord Islands, about 2.5 miles SE from Cape Fox, are in two groups,

separated about 0.7 mile, and have a number of islands in each group, with a clear channel between the groups. The larger islands are wooded and 100 to 200 feet high. Several bold and bare rocks are close to the Lord Islands. Submerged rocks and kelp fringe these islands, and shoal water extends about 0.5 mile N and NW of the N group. The recommended channel into Nakat Bay is to the W of the islands and **Thistle Rock**, favoring the Cape Fox shore.

Lord Rock, about 10 feet high, is about 0.7 mile SW from the S group of the Lord Islands. **Lord Rock Light** (54°43'33"N., 130°49'13"W.), 38 feet above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the highest part of the rock.

Nakat Bay, making N between Cape Fox and Tongass Island, is the entrance to Nakat Inlet and the W approach to Port Tongass. The bay does not afford anchorage.

Boat Rock, 5 feet high, is close to the W shore at the entrance to Nakat Bay. **Boat Rock Light** (54°46'49"N., 130°47'58"W.), 38 feet above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the SW end of the rock.

Craig Rock, near the middle of the bay and about 0.7 mile from the W point of Tongass Island, is awash at extreme low water, with deep water all around. It breaks in a heavy sea and is not marked by kelp.

Harry Bay, on the NW side of Nakat Bay, is deep and exposed to the SE. **Slim Island** is close to the W shore at the entrance. A boat passage is between the island and the mainland, but the island shore must be kept close aboard, because the W half of the passage is foul. A shoal with 6½ fathoms over it is 0.4 mile 116° from the S end of Slim Island. **Ledge Point** on the E side of the entrance to the bay should be passed at a distance of 0.5 mile to clear the rocks off the point.

Nakat Inlet extends in a N direction for about 8 miles. The shores are steep and heavily wooded to the water's edge. The main inlet is deep and affords no anchorage except near its head. The group of small, wooded islands near the head of the inlet provides shelter for small craft. Anchorage may be had in 8 to 13 fathoms. The inlet is clear of obstructions except near its head or close inshore.

Nakat Harbor makes off from the SE part of Nakat Inlet and is separated from it by a chain of wooded islands. An abandoned cannery dock, in ruins, is on the E shore of the harbor E of Observation Rock. In the S part of the harbor, about halfway up the arm, off a small bight having a gravel beach, anchorage and shelter for vessels of moderate size may be found in 19 fathoms. The N arm of Nakat Harbor also has anchorage, but poor shelter. A reef with two pinnacles that bare 3 feet is 200 yards from the W shore about 0.3 mile N from **Simonton Point**. **Observation Rock**, in the middle of Nakat Harbor, is about 6 feet high, with submerged rocks that extend about 250 yards SE and NW from it. A deep channel is between the rocks and the shore, but the shore must be given a berth of over 100 yards.

The best channel for entering Nakat Harbor is SE of the southeastern-most islet of the chain separating it from Nakat Inlet.

Excellent anchorage may be had in 18 fathoms, mud bottom, in the SW arm of Nakat Harbor, about 0.6 mile SE of **Surprise Point**. Passage to the head of this arm is obstructed by a rock baring 3 feet in the middle of the constricted part of the arm. Small vessels should favor the W shore to avoid the rock and the extensive flats along the E shore. At high water the SW arm is connected with the small bight, about 0.7 mile N of the daybeacon on Tongass Reef, by a narrow passage that is obstructed by trees and is only navigable by small boats.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau

Commander
17th CG District
Juneau, Alaska

(907) 463-2000

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

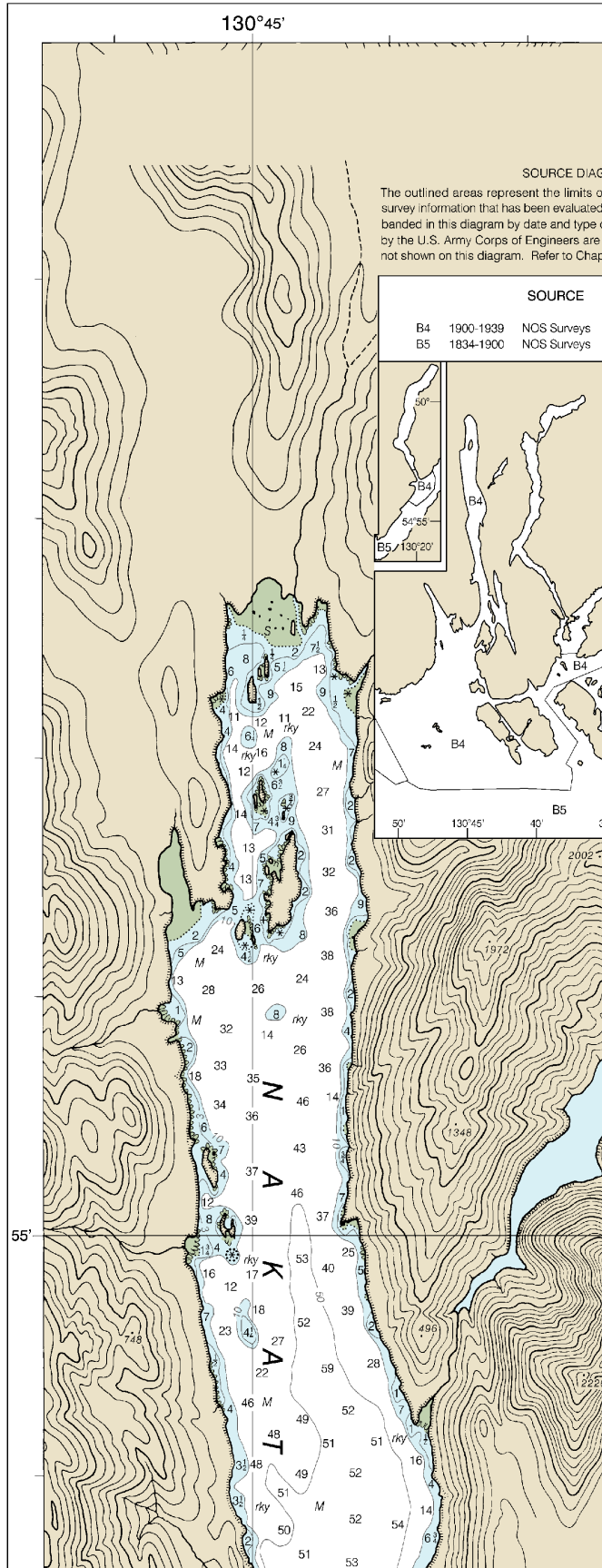
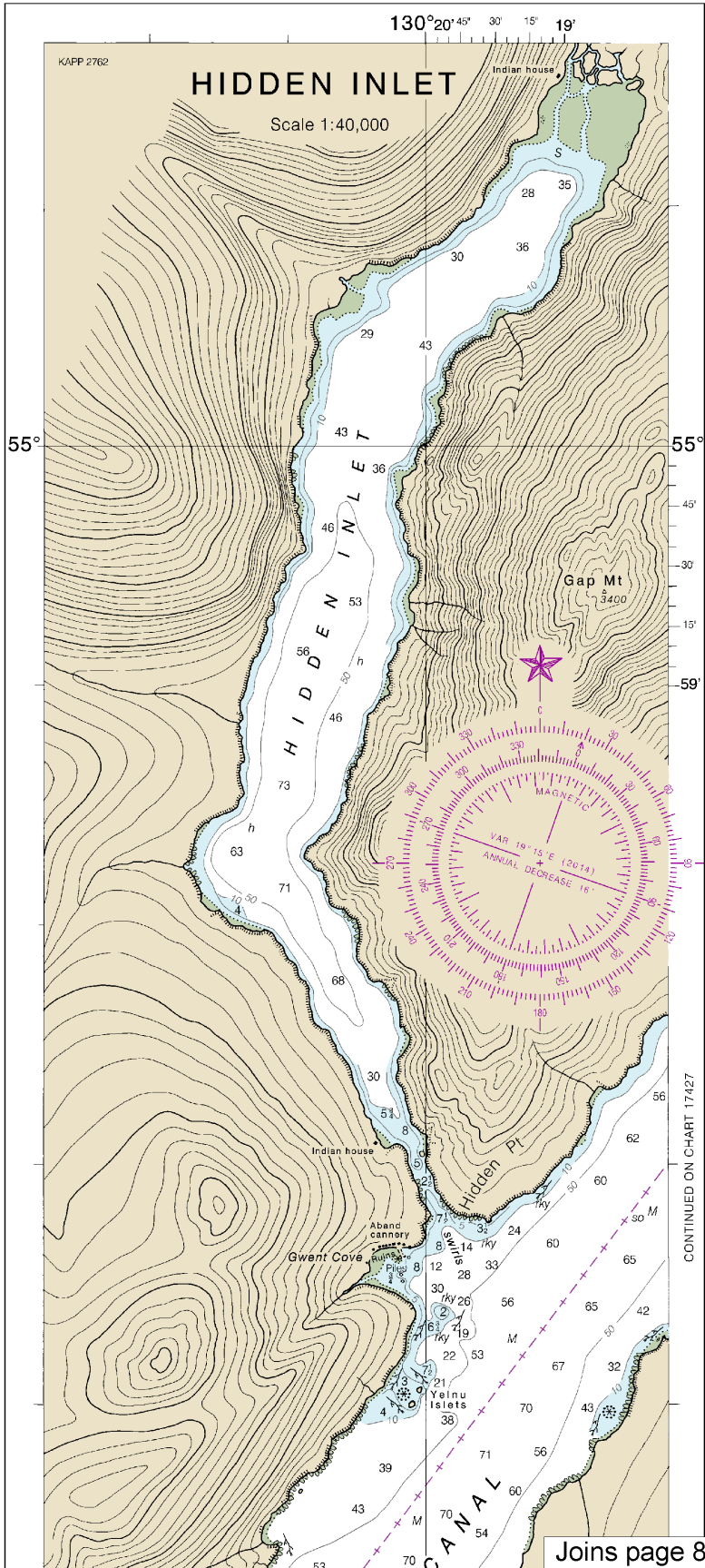
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

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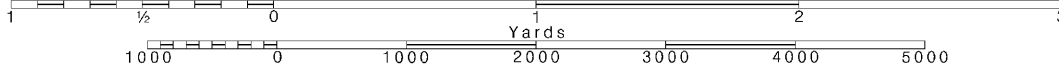
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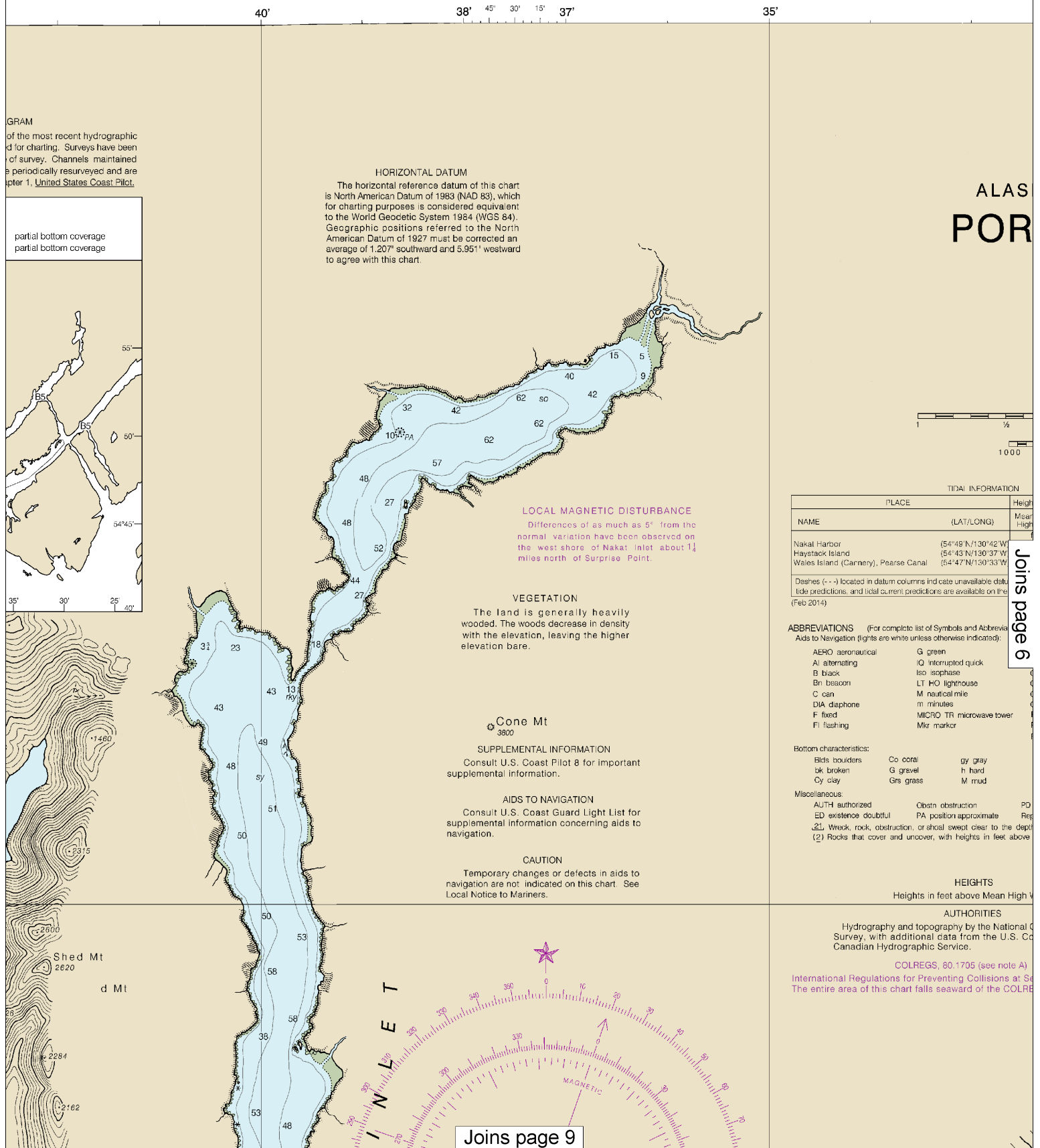
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

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Coast Pilot.

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Joins page 5

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HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.207" southward and 5.951" westward to agree with this chart.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 5° from the normal variation have been observed on the west shore of Nakat Inlet about 1¼ miles north of Surprise Point.

VEGETATION

The land is generally heavily wooded. The woods decrease in density with the elevation, leaving the higher elevation bare.

Cone Mt
3800

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

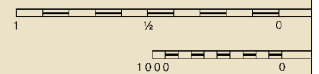
AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

ALASKA - SO PORTLAND



TIDAL INFORMATION

PLACE		Height referred to datum of sea	
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water
Nakat Harbor	(54°48' N/130°42' W)	14.7 feet	13.8 feet
Haystack Island	(54°43' N/130°37' W)	15.0	14.1
Wales Island (Cannery), Pearse Canal	(54°47' N/130°33' W)	15.3	14.4

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Feb 2014)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code
Al alternating	IQ interrupted quick	N nun
B black	Is isophase	OBSC obscured
Bn beacon	LT HO lighthouse	Oc occulting
C can	M nautical mile	Or orange
DIA diaphone	m minutes	Q quick
F fixed	MICRO TR microwave tower	R red
Fl flashing	Mkr marker	Ra Ref radar reflector
		R Bn radiobeacon

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	sc
bk broken	G gravel	h hard	Rk rock	Sh
Cy clay	Grs grass	M mud	S sand	sy

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Su
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, and the Canadian Hydrographic Service.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.



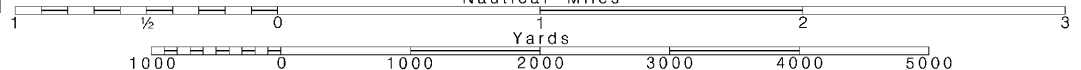
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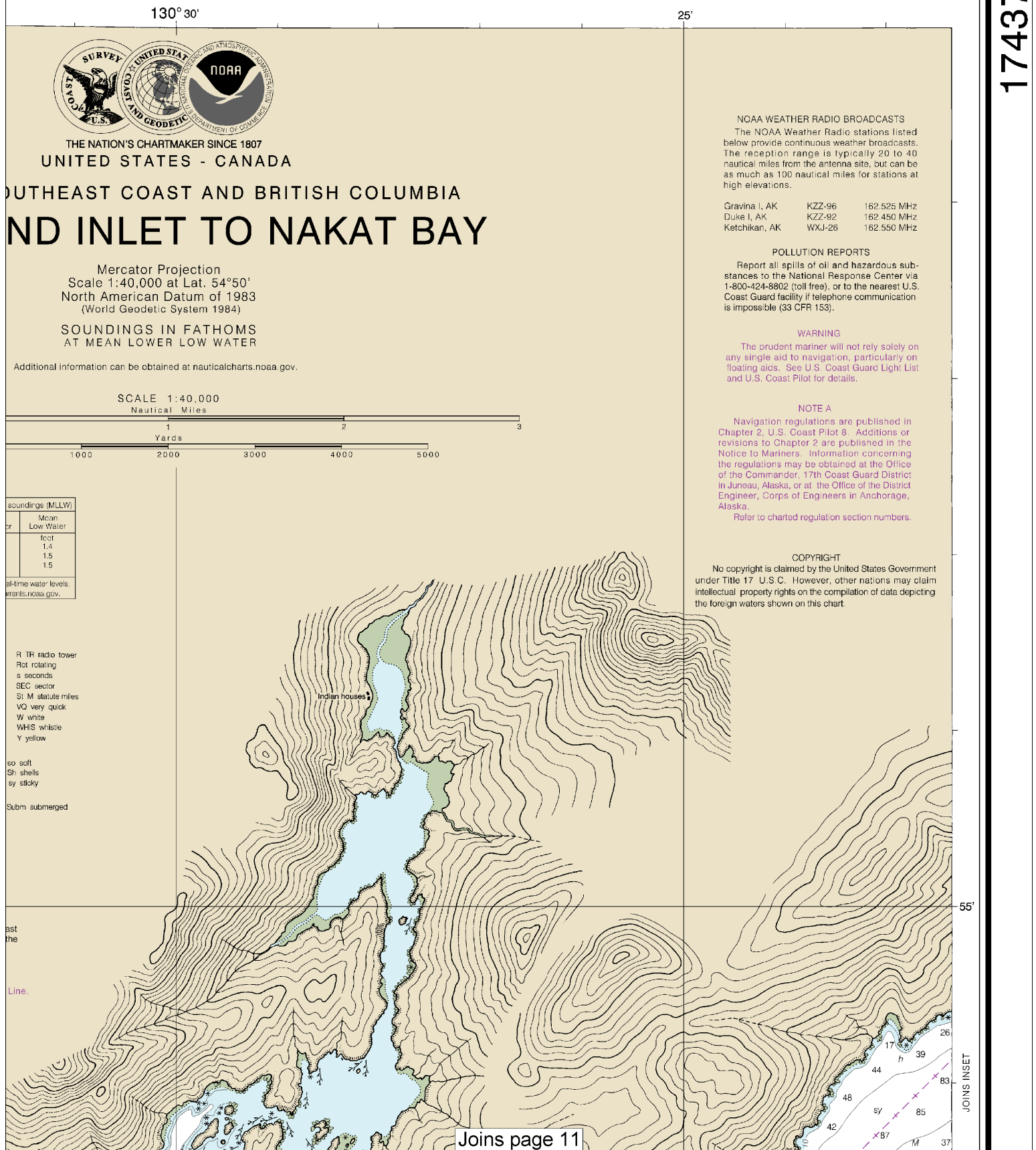
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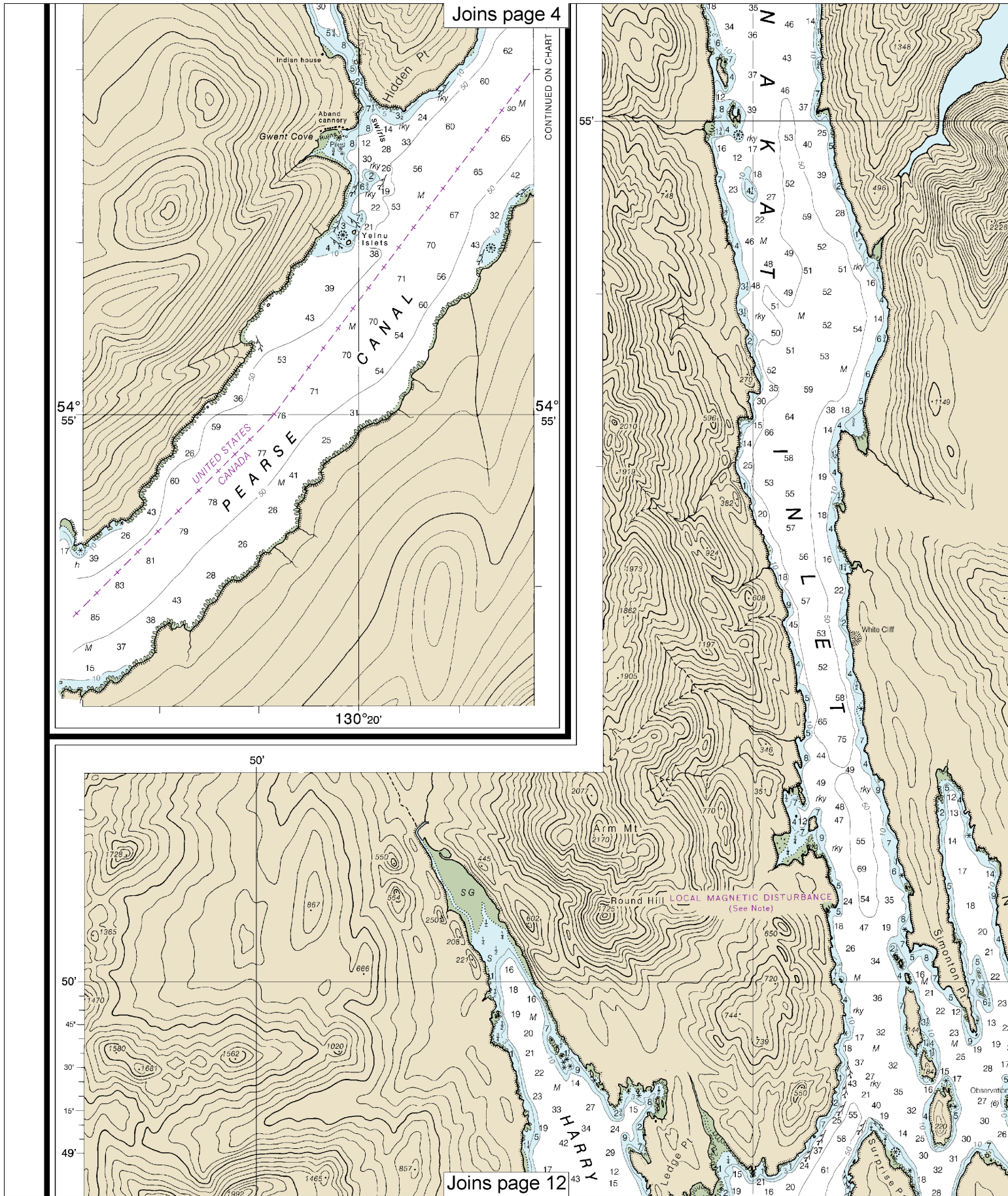
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Nautical Miles

See Note on page 5.

Note: Chart grid lines are aligned with true north.







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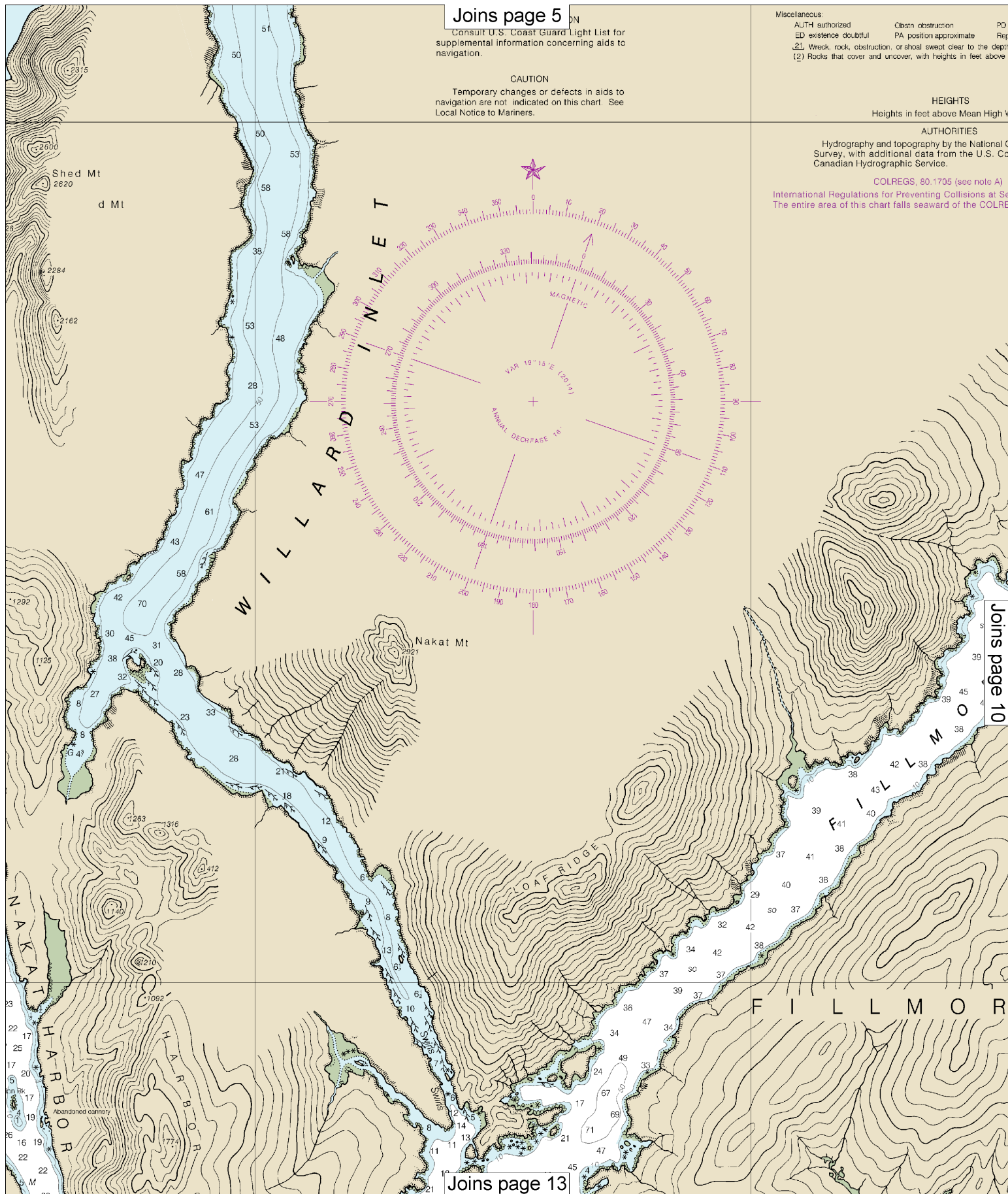
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 5

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

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Miscellaneous:
AUTH authorized
ED existence doubtful
21 Wreck, rock, obstruction, or shoal swept clear to the depth
(2) Rocks that cover and uncover, with heights in feet above

Obstr obstruction
PA position approximate
Rep

PD
Rep

HEIGHTS

Heights in feet above Mean High Water

AUTHORITIES

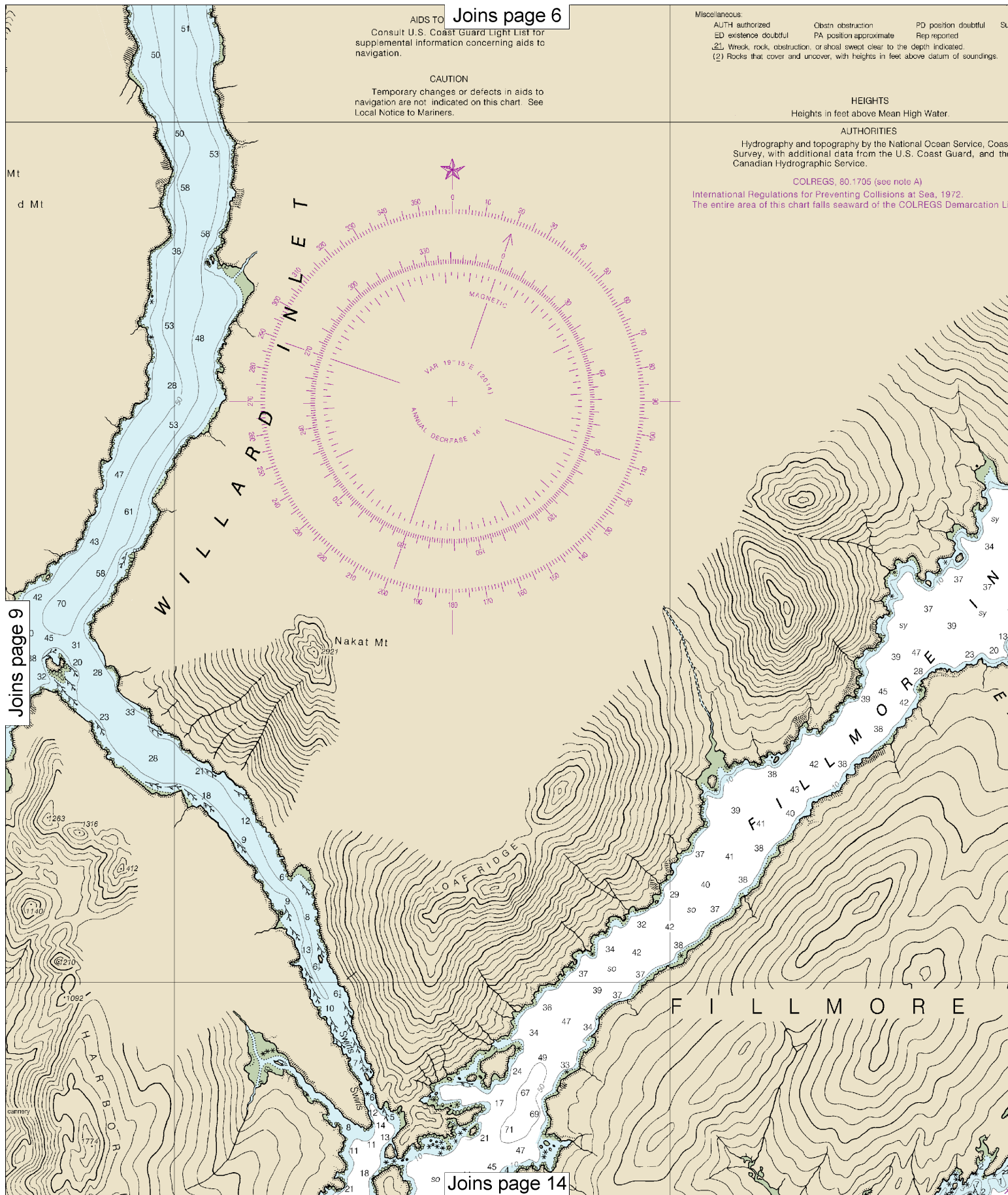
Hydrography and topography by the National Oceanic and Atmospheric Administration, U.S. Coast and Geodetic Survey, with additional data from the U.S. Coast and Geodetic Survey, Canadian Hydrographic Service.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea
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Joins page 10

Joins page 13

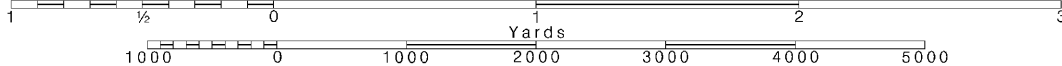


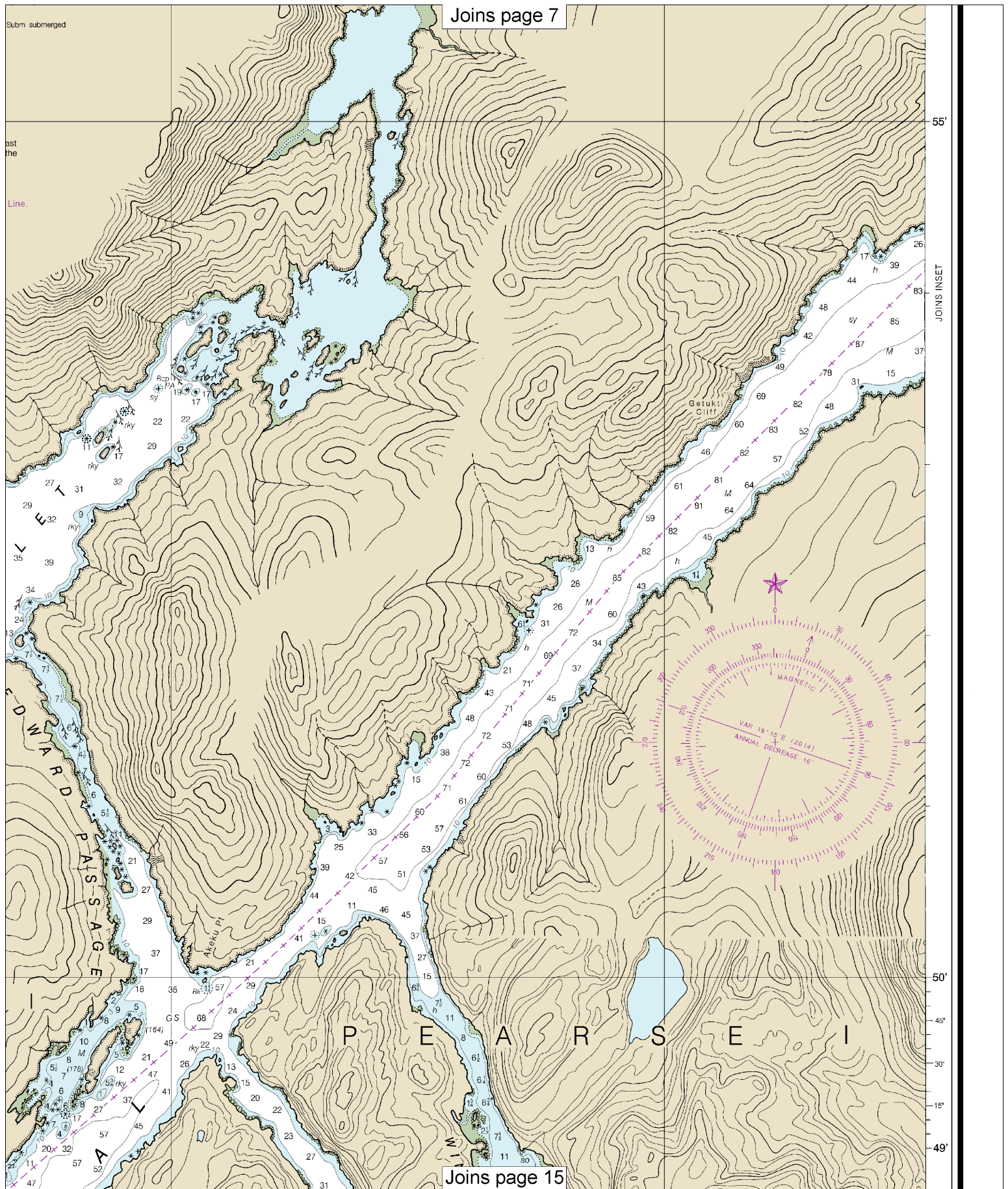
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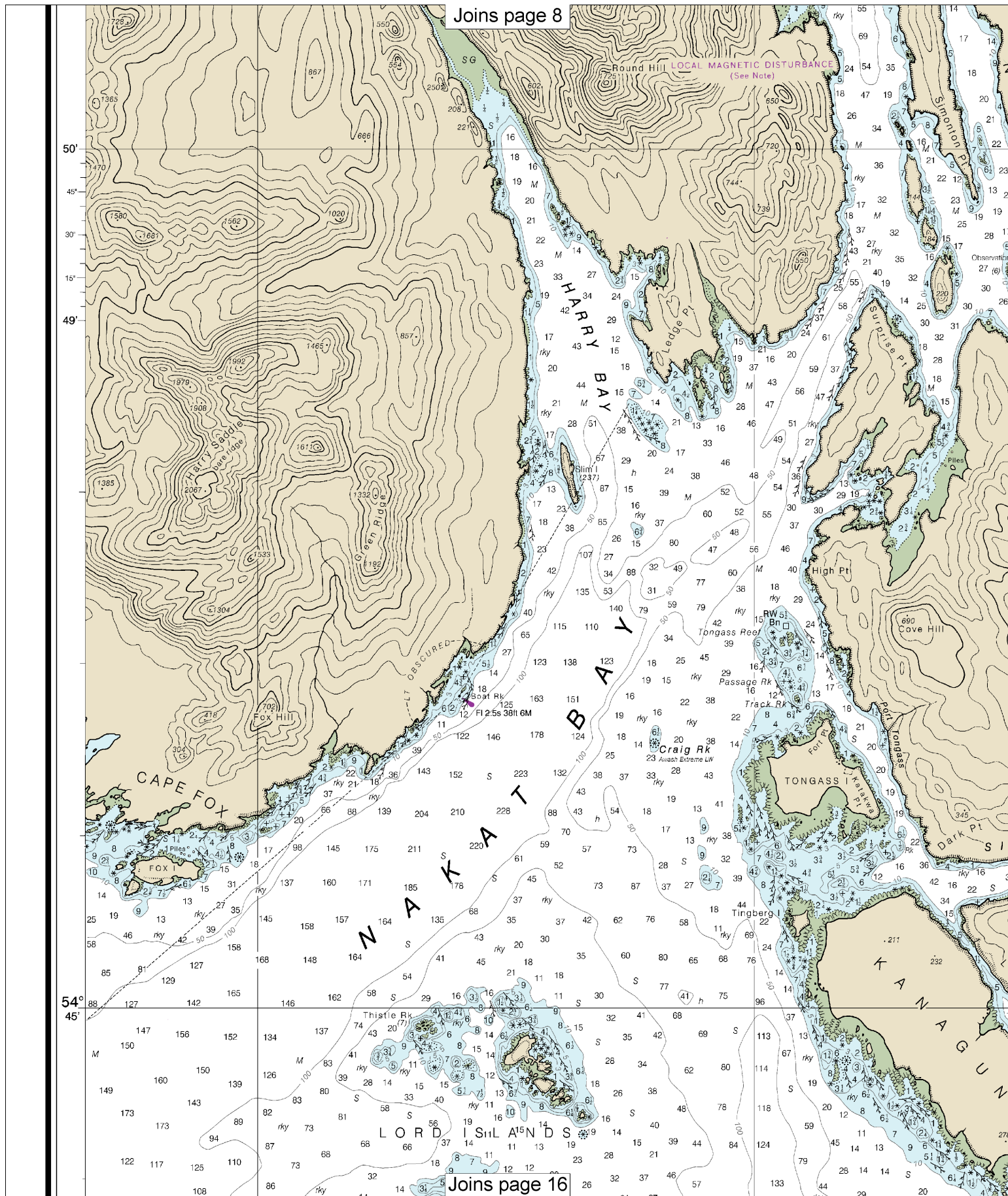
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See Note on page 5.





Joins page 8



Joins page 16

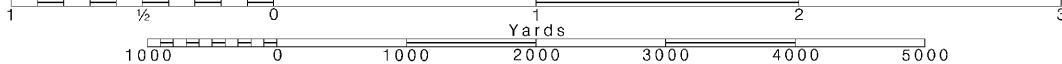
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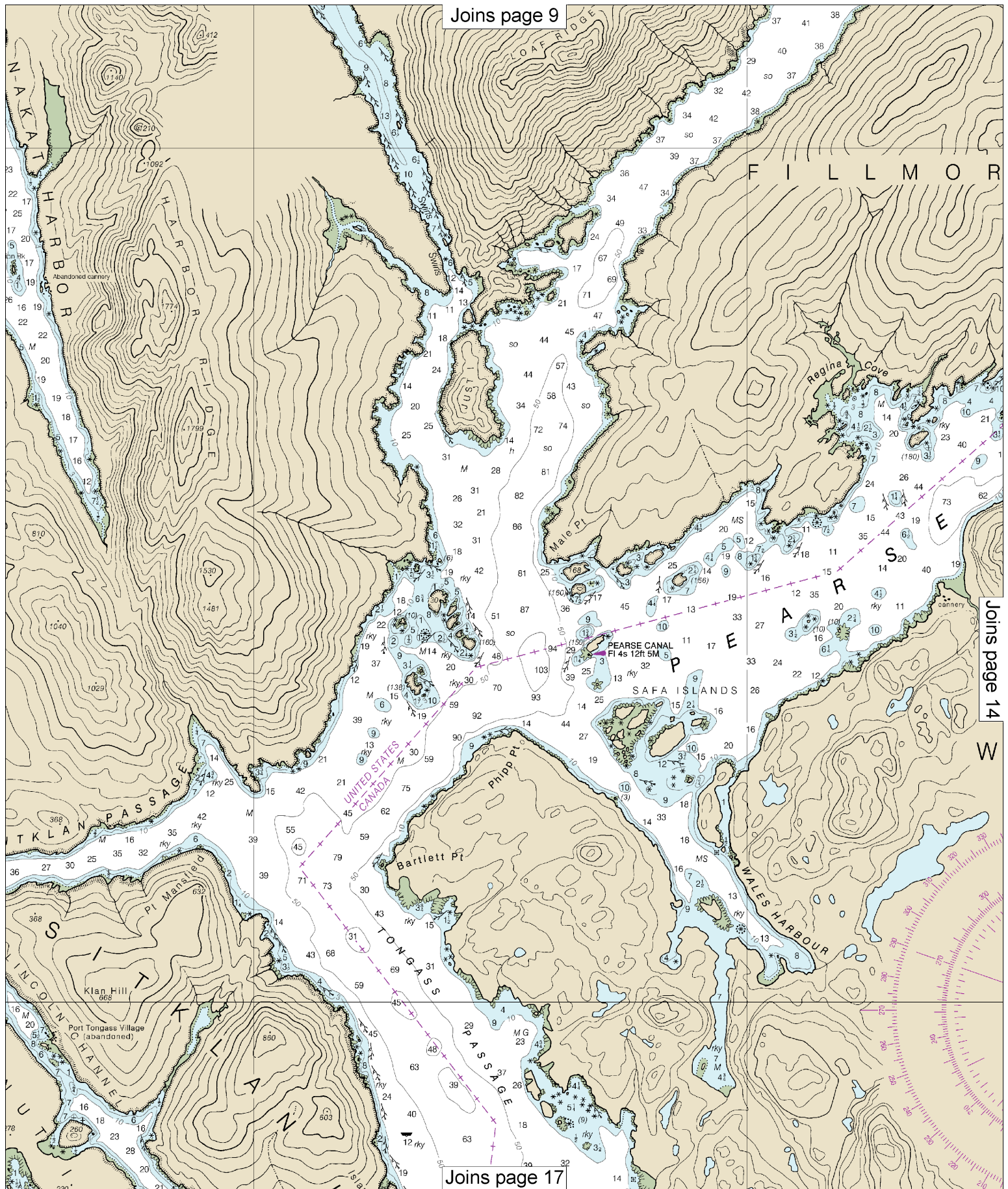
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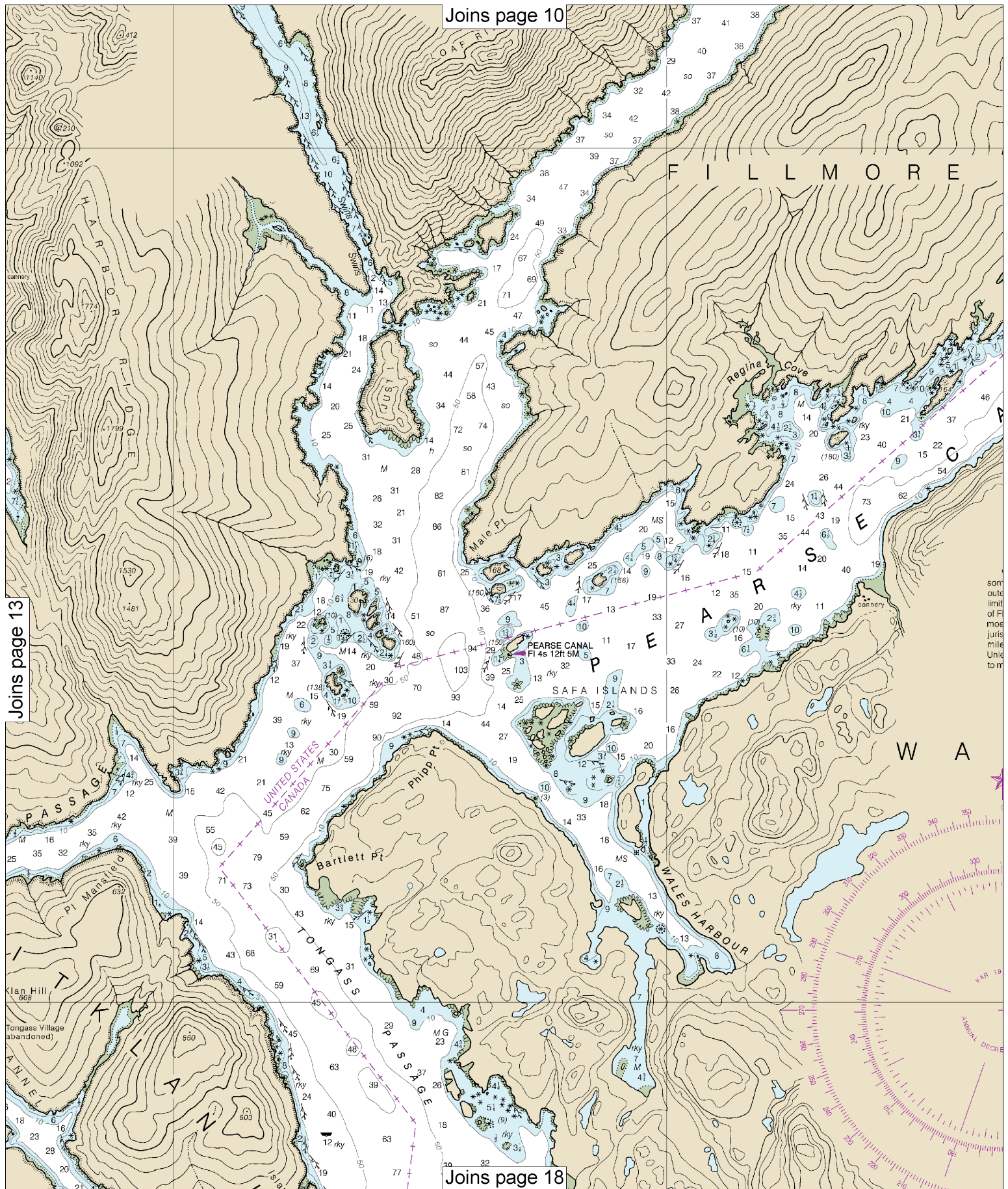
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SCALE 1:40,000
Nautical Miles

See Note on page 5.





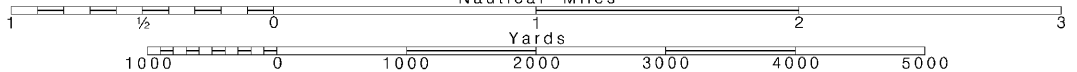


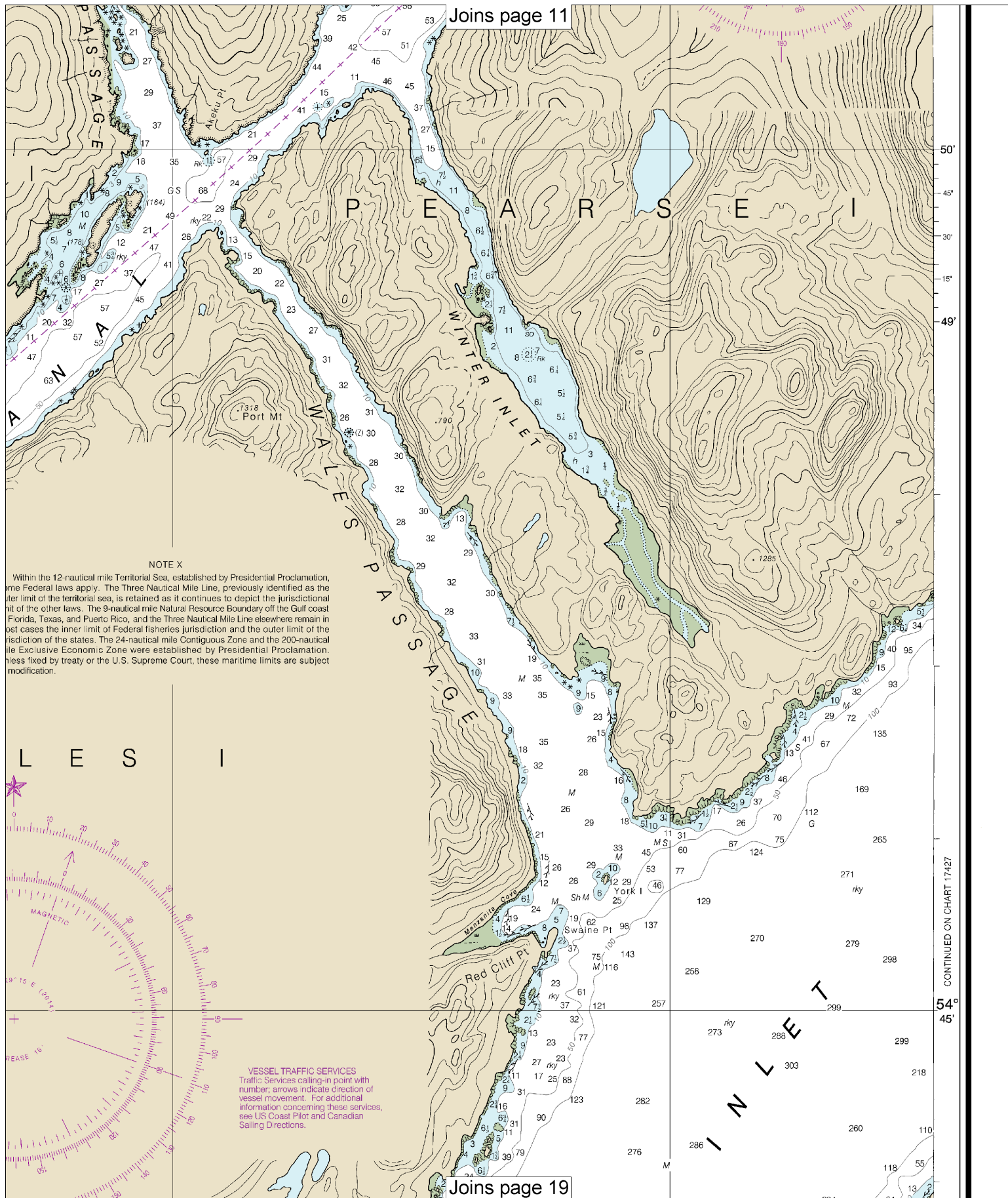
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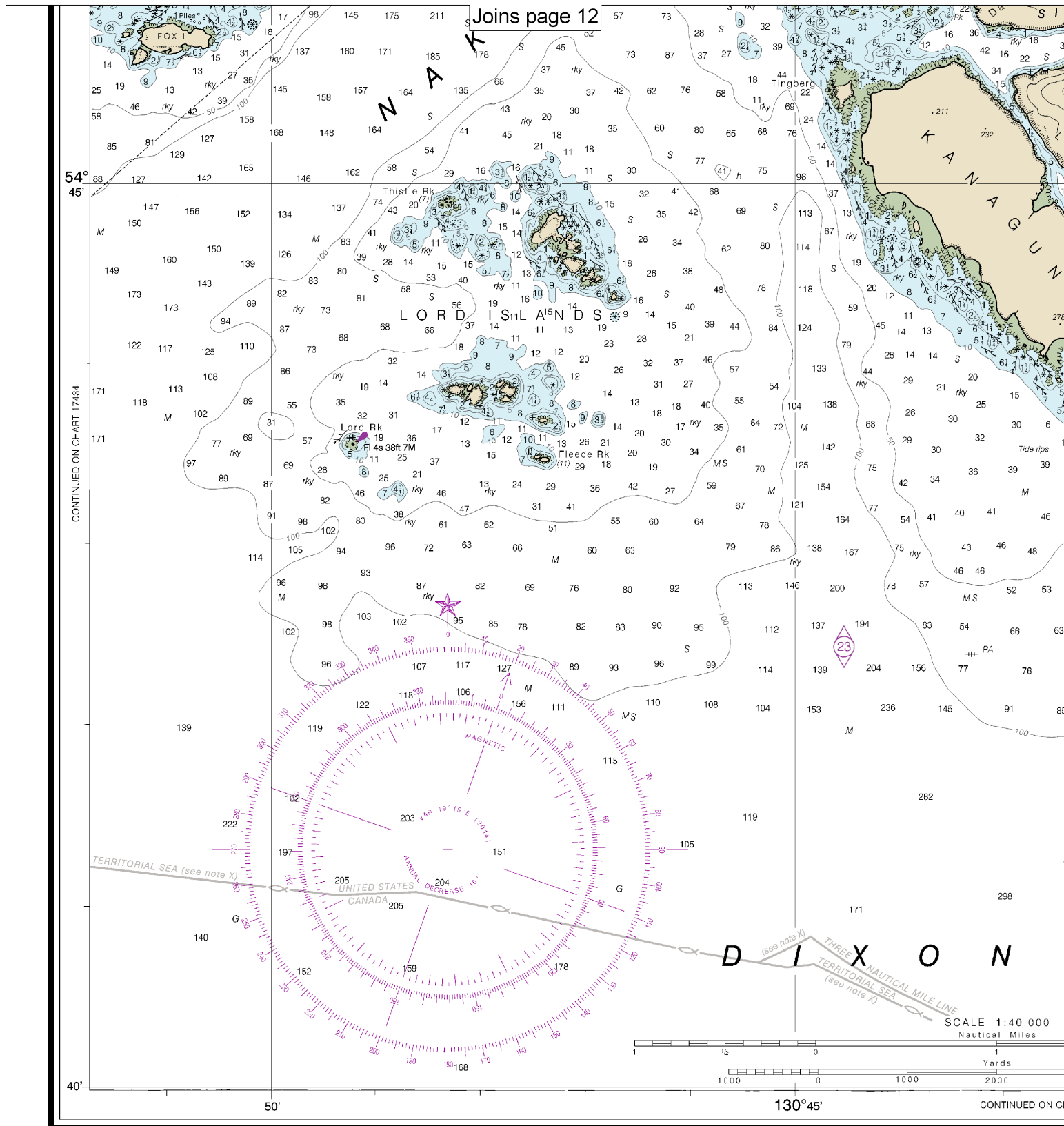
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SCALE 1:40,000
Nautical Miles

See Note on page 5.







10th Ed., May 2014

17437

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 4/23/2014. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

SOUNDINGS

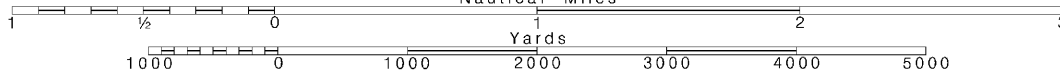
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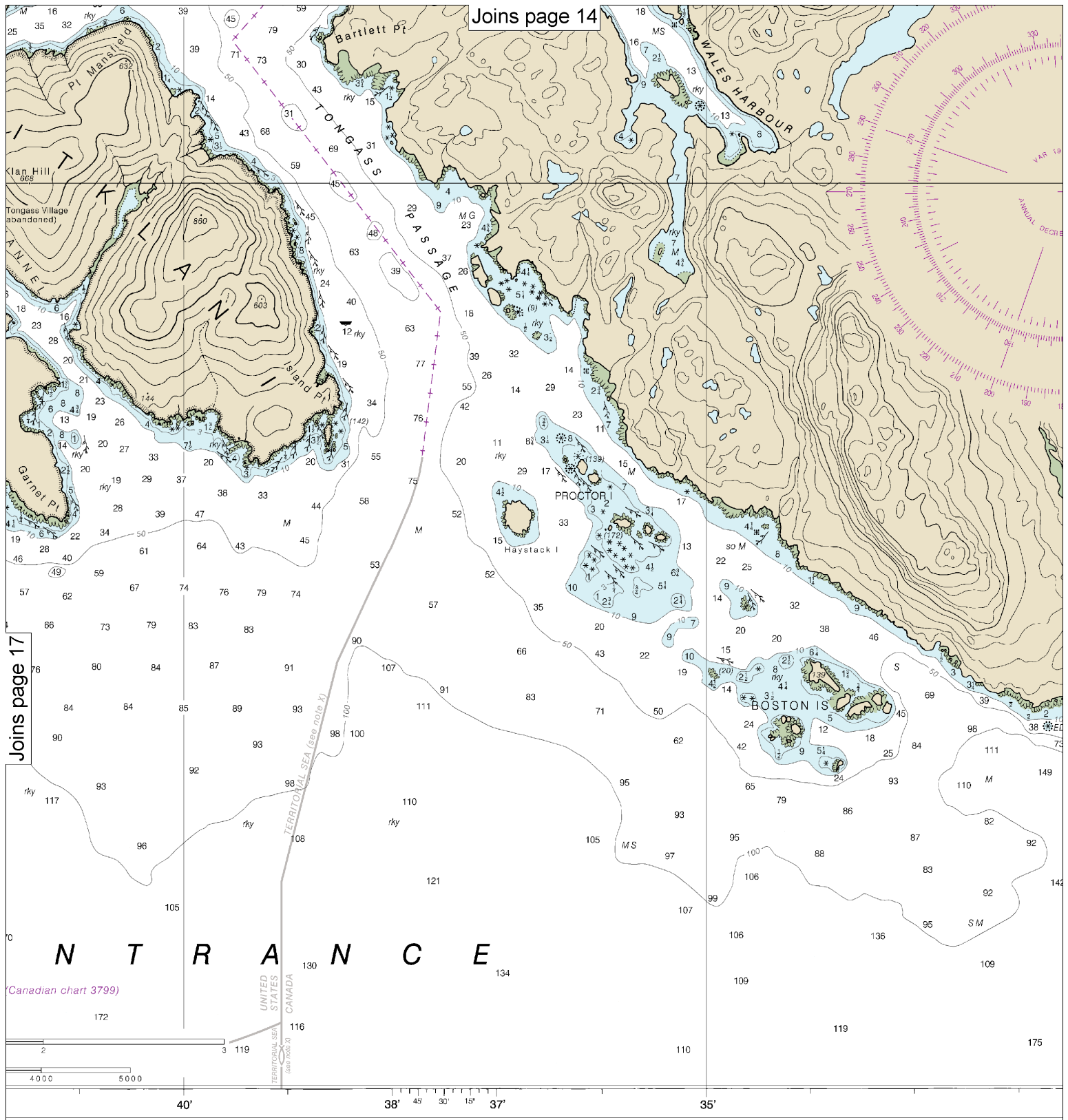
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SCALE 1:40,000
Nautical Miles

See Note on page 5.

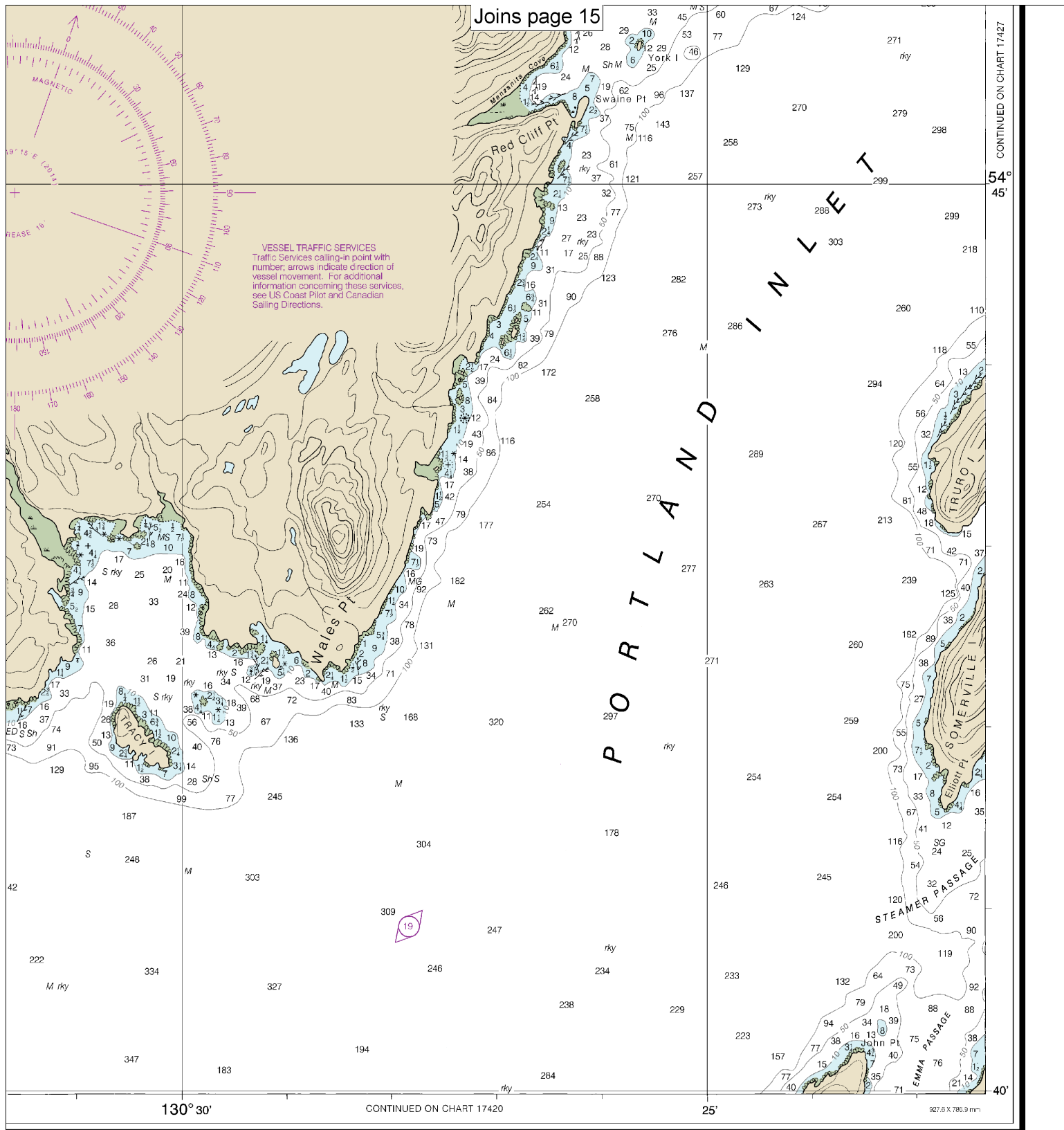




FATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Portland Inlet to Nakat Bay
SOUNDINGS IN FATHOMS - SCALE 1:40,000

17437



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

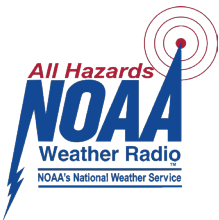
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

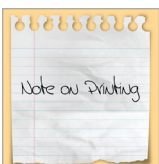
<http://www.nws.noaa.gov/nwr/>

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National Weather Service	— http://www.weather.gov/
National Hurricane Center	— http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	— http://ptwc.weather.gov/
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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.